

WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF A MEETING OF THE UTILITIES AND ROADING COMMITTEE HELD IN THE COUNCIL CHAMBER, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA, ON TUESDAY 15 JULY 2025 AT 9AM.

PRESENT

Councillors J Ward (Chairperson), R Brine, N Mealings, P Redmond, P Williams and Mayor D Gordon.

IN ATTENDANCE

Councillors B Cairns and T Fulton.

P Merrifield (Oxford-Ohoka Community Board).

J Millward (Chief Executive), G Cleary (General Manager Utilities and Roding), J McBride (Roding and Transport Manager), K Simpson (3 Waters Manager), M Liu (Infrastructure Resilience Manager), S Binder (Senior Transportation Engineer), S Allen (Water Environment Advisor) and A Connor (Governance Support Officer).

There were three members of the public present.

1 APOLOGIES

Moved: Mayor Gordon

Seconded: Cr Redmond

THAT the Rangiora-Ashley Community Board:

- (a) **Receives and sustains** apologies for lateness Cr Mealings, who arrived at 9.01am.

CARRIED

2 ACKNOWLEDGEMENTS

Cr Redmond acknowledged the passing of former Councillor Neil Price noting his significant contribution to the Kaiapoi community.

Mayor Gordon expressed his condolences to the family. He highlighted N Price's remarkable service not only to the Council but also the Fire Brigade and RSA. He felt it was appropriate for the flags outside the Council building be lowered at the time of his service.

3 CONFLICTS OF INTEREST

There were no conflicts declared.

4 CONFIRMATION OF MINUTES

4.1 Minutes of the meeting of the Utilities and Roding Committee held on Tuesday, 17 June 2025.

Moved: Cr Brine

Seconded: Cr Mealings

THAT the Utilities and Roding Committee:

- (a) **Confirms** the circulated Minutes of the meeting of the Utilities and Roding Committee held on 17 June 2025 as a true and accurate record.

CARRIED

4.2 **Matters Arising (From Minutes)**

There were no matters arising.

5 **DEPUTATION/PRESENTATIONS**

5.1 **Waimakariri Biodiversity Trust – Judith Roper-Lindsay and Richard Chambers**

J Roper-Lindsay thanked the Council for its support over several events including the Natural Environment Strategy implementation. She highlighted one change for the Trust in the coming year would be its integration of Pest Free Waimakariri into the activities of the Trust.

R Chambers commented one exciting project starting up was Matawai Park. It was a gem of Rangiora and originally developed by volunteers over previous decades. A volunteer group was currently being created, stemming from work being done by Pest Free Waimakariri. It would aimed to bring people together in a social gathering to do weeding and maintenance in the park. Another focus of the Trust was the low level of biodiversity within the Canterbury Plains. The Trust were working with landowners to provide information on what species to plant and the environment they would best thrive in. The goal was to lead the process and facilitate good outcomes without investing large amounts of money.

J Roper-Lindsay noted that the Daiken Wetland restoration was progressing. The Trust was working with Daiken as well as building relationships with other businesses. Ashley Rakahuri School had assisted with a planting day, and another was scheduled in the coming months. The financial support from the Council was incredibly advantageous as few grant providers gave funding for operational purposes.

Councillor Ward questioned how domestic animals were dealt with when trapping in residential areas. R Chambers replied that there were no traps capable of catching a cat in Matawai Park. Generally live catch traps had to be checked every day by law. If the person checking the trap was in doubt of whether the catch was a domestic or feral cat it was released. The Trust hoped microchipping would aid with identification in the future.

Cr Williams asked what type of pests were being targeted. R Chambers informed the committee they worked towards the Predator Free 2050 national goal. The goal included rats, musteloidea and possums however hedgehogs and mice were also caught though those species were not specifically targeted. They went by the name Pest Free Waimakariri to allow for pests like wasps if funding became available and allowed the group to go broader.

Cr Fulton wondered if the Biodiversity Trust had capacity to work with likeminded groups in surrounding areas. J Roper-Lindsay replied that they had not worked directly with any groups in the Hurunui however they regularly spoke at Council meetings and were looking at joint projects along the boundary of the districts. The possibility was available however resources were focused on work currently being completed.

6 **REPORTS**

6.1 **Approval to Install No-Stopping Restrictions on Flaxton Road at Camwell Park – S Binder (Senior Transportation Engineer)**

S Binder spoke to the report which highlighted the location of proposed no-stopping restrictions on the boundary of the Rangiora-Ashley and Kaiapoi-Tuahwi Community Boards and therefore it was decided to bring the report directly to the committee.

Councillor Williams sought the rationale for not sending the report to the Community Boards. S Binder explained due to Camwell Park being located on the Boards boundary and the high speed nature of the road, staff opted to send the report directly to the committee.

Councillor Williams observed road users turning right into Camwell Park regularly used the berm to wait for the traffic to clear rather than waiting in the carriageway. He questioned if this would still be legal if no-stopping lines were installed. S Binder clarified the restriction would not stretch along the entire length of the shoulder allowing space to the north and south of the intersection. This would still allow north bound traffic to either pull to the side or manoeuvre around a vehicle waiting to turn right.

Councillor Williams further asked why the no-stopping lines were being recommended when cars did not regularly park on the berm. S Binder stated vehicles did pull off for short term parking to take phone calls and the like. Road users would still be able to do this north and south of intersection.

Following a question from Councillor Fulton, S Binder informed the committee that the recommendation arose from comments made by members of the public. The shoulder was widened when Camwell Park was developed however no-stopping restrictions were not considered at the time. Staff did not actively identify areas such as this however did act on them when they were made aware of them.

Councillor Redmond asked if a school bus stopped at the intersection. S Binder said he was not aware of school buses using the intersection however staff were aware in the past there had been a public bus route on Flaxton Road, and it could be a possibility in the future. A bus would be able to stop north or south of the intersection safely.

Councillor Redmond then sought confirmation on whether a right turning lane had been considered. S Binder confirmed staff had considered a right turning lane however the number of vehicles turning into Camwell Park would not warrant that level of service.

Following a question from Mayor Gordon, S Binder stated that the Kaiapoi-Tuahiwi and Rangiora-Ashley Community Board Chairs had been advised of the proposal and had not provide any feedback.

Councillor N Mealing asked if no-stopping lines would preclude a vehicle from waiting to turn right into Camwell Park from the berm. S Binder replied that he would be surprised if such a manoeuvre would be enforced however, he could not confirm this.

Moved: Councillor Redmond

Seconded: Councillor Ward

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 240207017507.
- (b) **Approves** the installation of No-Stopping restrictions on the western side of Flaxton Road, for 50m north and south of the Flaxton Road / Camwell Park intersection.
- (c) **Notes** that the impacts on the community of the stopping restriction are considered to be very minor; however, the safety and road operation implications are higher. As such this report is being brought directly to the Committee for consideration.
- (d) **Notes** that Flaxton Road is a boundary road between both the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Board ward areas.
- (e) **Circulates** the report to the Rangiora-Ashley and Kaiapoi-Tuahiwi Community Boards for their information.

CARRIED

Councillor Williams Against

Councillor Redmond noted he travelled this route daily and understood the rationale behind making the intersection safer for right turning vehicles and no residents would be affected by a loss of parking in this location. He believed that the safety enhancement outweighed the loss of parking and was happy to support the motion. He was pleased the Board Chairs had been consulted.

Councillor Ward was also happy to support the motion. She noted the road was not wide and the space was not accommodating if a vehicle pulled over for a short period of time.

Mayor Gordon supported the motion. Although he had reservations regarding the report not going to the Community Boards, he was comfortable the Chairs had been notified and the opportunity for feedback had been provided. He agreed with the safety reasons as this was an area where there was potential risk to parked vehicles compromising right turning traffic.

Councillor Mealings accepted the reasoning behind bring the report directly to the Committee and was pleased to hear that the Board Chairs had been notified. She initially wondered why a right turning lane was not recommended however understood the reasoning behind opting for no-stopping lines. She was therefore supportive of the motion.

Councillor Williams was not supportive of the motion and felt the report should have been taken to the full Community Board prior to coming to the Committee rather than seeking the Chairs feedback. He was concerned the restrictions would create a more dangerous situation as people may see the no-stopping lines and continue driving whilst on the phone believing that they could not stop. He had observed vehicles turning right into Camwell Park waiting on the left verge for traffic to clear rather than waiting on the carriageway and highlighted these no-stopping restrictions would no longer allow that to occur.

Councillor Brine stated it was legally enforceable if a vehicle was waiting to turn on no-stopping lines however without a specific written complaint an officer would likely refrain from taking action. He felt waiting to turn right from the berm should be encouraged and did not see any issue with the proposed motion.

In his right of reply, Councillor Redmond stated this was a minor change which could provide a significant safety outcome. This was a sensible solution and was surprised there were no no-stopping restrictions in place already.

6.2 **Proposed Rooding Capital Works Programme for 2025/26 and Indicative Three Year Programme – J McBride (Rooding and Transport Manager) and K Straw (Civil Projects Team Leader)**

J McBride noted the report had been presented to all Community Boards for feedback, resulting in two amendments to the proposed programme. Due to lower-than-expected pricing, an additional bus shelter on Barnard Street in Kaiapoi could be included. In the kerb and channel programme, Cridland Street was requested to be brought forward, which would be achievable by deferring Otaki Street within the schedule.

Councillor Williams asked if approving the programme would finalise the programme schedule or if there remained scope to reallocate project priorities. J McBride confirmed this established the programme for the 2025/26 year which staff would subsequently deliver. While minor adjustments were typically accommodated, for example balancing cost savings from one project against overruns in another. The full programme was reviewed annually by both the Boards and the Committee. G Clearly added that if staff had a compelling reason to halt a project and it had not progressed too far, this could still be considered. However, staff did not expect to return to the Committee beyond this point.

Councillor Mealings sought clarity on what 'high risk intersection' treatments entailed. J McBride clarified they were low cost interventions including double gating signs, flush medians, widening, separators and runnable strips. These were assessed on a case by case basis which included staff looking at crash data and history of the intersection to formulate the best outcome.

Moved: Councillor Redmond

Seconded: Mayor Gordon

THAT the Utilities and Roothing Committee:

- (a) **Receives** Report No. 250505077283.
- (b) **Approves** the attached 2025/26 Roothing Capital Works Programme TRIM No. 250505077435(V02).
- (c) **Endorses** the attached Roothing Capital Works Indicative Programme for the 2026/27, 2027/28 and 2028/29 years. TRIM No. 250505077435(V02).
- (d) **Notes** that staff have included one additional change to the programme for Utilities and Roothing Committee approval, which is to include an additional bus shelter in the 2025/26 programme. As a result of being able to progress additional work in 2024/25, there is the ability to deliver an additional shelter in 2025/26. This change was not a specific request from any Community Board.
- (e) **Notes** that feedback from each Community Board has been received and is summarised in Section 4.
- (f) **Notes** that one change has been made within the Indicative three-year programme. The change request was made by the Kaiapoi-Tuahiwi Community Board and was to consider bringing Cridland Street kerb and channel, and footpath projects forward to 2027/28 (to follow on after the proposed wastewater and stormwater upgrades). To accommodate this request from the Kaiapoi-Tuahiwi Board, the Otaki Street kerb and channel, and footpath projects have needed to be moved out a year to 2028/29. This also resulted in an additional site in Rangiora (Kingsbury Ave footpath) being moved from 2027/28 to 2028/29 to ensure the budget amounts are being fully utilised.
- (g) **Notes** that the programme is circulated to the Community Boards for approval each year, providing further opportunity for feedback on the indicative programme, and allows for changes where other issues develop.

CARRIED

Councillor Redmond acknowledged the programme had been presented to all the Community Boards and feedback received had been considered which was appreciated. In his view this was not a contentious matter, and elected members were consulted annually and given the opportunity to provide suggestions or request reprioritisation. He was eager to see the work commence.

Mayor Gordon endorsed the programme that had been well consulted on. Staff had a budget, and projects needed to be prioritised. Large amounts of feedback on conditions of footpaths were received which should make the footpath renewal programme well received. He did wonder if the type of footpath and type of material used should be considered with ease of repairing and cost to council front of mind. He commented staff did an excellent job of managing a comprehensive project and community expectations.

Councillor Ward commented that this proposed roading capital works allowed budgets to be set and staff to positively work towards the projects set out.

Councillor Williams supported the motion and was encouraged to hear there could be tweaks to the programme throughout the year.

6.3 **Project Update Under Infrastructure Resilience Fund 2024/25 and May 2025 Flood Recovery Progress Update – K Simpson (3 Waters Manager) and M Liu (Infrastructure Resilience Manager)**

M Liu spoke to the report stating nine projects had been prioritised to be completed based on community impact, flood consequences, cost considerations, effectiveness and value of interventions. Of the nine projects four had been completed, two were in the construction phase and three were in the design stage. The budget for 2024/25 financial year was \$500,000 and the final forecasted expenditure was \$510,357. The budget for 2024/25 would not be exceeded and any funding required for completion would be funded from 2025/26 budget.

She highlighted the May 2025 flood event generated 181 service requests. Forty-nine investigations and 80 maintenance checks had been identified to address the issue raised.

Following a question from Councillor Williams, M Liu explained the \$210,524 was the amount of the total budget of \$500,000 that had been spent as only four projects had been completed. Budgets allocated for projects still underway would carry over to the 2025/26 financial year.

Councillor Mealings noted the Bradleys Road project appeared to be completed however there was still road works signs posted, she questioned if there was a further stage to be completed. M Liu confirmed the engineers were scheduled to do their final walk through and would then the project would officially be completed.

Councillor Mealings further noted the Mill Road drain had not been cleared and requested that further investigation be carried out.

Moved: Councillor Williams

Seconded: Councillor Mealings

THAT the Utilities and Roading Committee:

- (a) **Receives** Report No. 250703120494.
- (b) **Notes** that of the 24/25 projects, four projects have been completed, two are in construction, and three are in design phase.
- (c) **Notes** that the 24/25 expenditure to date is \$210,524 and the final forecast expenditure of \$510,357, as of 1st July 2025, out of a total budget of \$500,000.
- (d) **Notes** that the \$500,000 budget for 2024/25 will not be exceeded and any funding required for completion will be funded from the 2025/26 budget.
- (e) **Notes** that, for the May 2025 event, 181 service requests have been triaged, grouped and classified.
- (f) **Notes** that, for the May 2025 event, a total of 49 investigations, 80 maintenance checks and 7 customer advice are identified.
- (g) **Notes** that the Infrastructure Resilience Team is in the process of undertaking the investigations and maintenance checks in response to the May 2025 event.
- (h) **Circulates** this report to all Community Boards for information.

CARRIED

Councillor Williams thanked staff for their report.

Councillor Mealings also thanked staff for their report and endorsed the progress that had been made.

Mayor Gordon endorsed remarks made by Councillors Mealings and Williams noting he received positive feedback from residents and the Drainage Advisory Groups that projects were finally being initiated and completed. The completed works had proved to work as seen during the May 2025 flood event.

Councillor Redmond was pleased to see these projects progressing and concurred with Mayor Gordons comments agreeing he was also receiving complementary feedback.

Councillor Ward commented the work being done was very important and the Council should be proud of its proactiveness.

7 PORTFOLIO UPDATES

7.1 Roading – Councillor Philip Redmond

- Staff focus areas:
 - Winter activities, drainage works and holding pavement on Depot Road.
 - Bridge maintenance work across the district.
 - Remetalling was underway on unsealed roads.
 - Road Maintenance Contract was out for tender.
- The kerb and channel renewal contract was complete.
- Pidgeon Contracting only had the footpath surfacing to complete on Kippenberger Avenue.
- Tuahiwi Footpath asphalt surfacing was nearing completion.
- Rangiora Town Hall Carpark work was progressing well with asphalt going down currently.
- Work was now focusing on designs for the upcoming construction season.
- Mainpower were undertaking work on Smarts Road and Rangiora Leithfield Road.
- There had been an upturn in complaints regarding roading with several meetings with residents being arranged. Wet weather and continued dampness were a likely cause.
- The application for emergency funding for May 2025 flood was approved by NZTA and was for approximately \$400,000.

7.2 Drainage, Stockwater and Three Waters (Drinking Water, Sewer and Stormwater) – Councillor Paul Williams

- All UV upgrade projects were completed and operational apart from the Ohoka Water Treatment Plant. This project was progressing well and was expected to be completed in late September 2025.
- Garrymere well drilling works were on hold waiting for the exploratory drill rig to arrive onsite.
- The Ayers Street Water Treatment Plant to East Belt water main project had been awarded to HEB who were due to commence on site over the coming weeks.
- There had been two operational issues on the Beach Road wastewater pump station in Kaiapoi. A burst in the rising main to the treatment plant occurred along Beach Road, which required substantial repair. A leak on one of the two large pumps occurred. These pumps were nearing the end of their serviceable life and were due for replacement over the next few years. Staff were currently considering upgrading options.
- The tender for the Rural Drainage Maintenance contract closed with seven responses received. Staff were undertaking the evaluation phase.
- The final round of Drainage Advisory Group meetings for the year were underway.
- The revised date for All Drainage Groups meeting was 19 August 2025 to acknowledge the efforts of group members over the last three years.

7.3 Solid Waste– Councillor Robbie Brine

- Last year the Council again beat its waste minimisation and landfill reduction targets, and for the first time diverted more materials from landfill than were sent to Kate Valley Landfill – 50.2% was diverted and 49.8% was landfilled. That did not count the items sold through the shop which were not weighed. The jump in the per-capita weights in 2024/25 comes because Stats NZ estimated the district's population as being lower than was estimated the previous year, but that did not impact the overall ratios.

7.4 Transport – Mayor Dan Gordon

- Progress was underway for the Eastern Link and final stages of business case preparation was taking place.

8 REPORT REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD

8.1 Request approval of No Stopping Restrictions – Golding Avenue, Cust Road, and Papawai Drive – S Binder (Senior Transportation Engineer) and N Puthupparambil (Transportation Engineer)

S Binder spoke to the report stating it followed the normal process of going to the Community Board before the Committee. At the Community Board the recommendation for no stopping restrictions on Golding Avenue was not passed and therefore only the recommendations for Earlys Road and Papawai Drive were being considered. He highlighted the staffs concerns regarding Golding Avenue which involved cars parked on s-bend which pushed travelling vehicles into the middle of the road with low visibility of oncoming traffic. The Community Board discussed concerns regarding the potential increased speed on Golding Avenue and believed that parked cars slowed traffic. They also felt other traffic calming and safety measures would better resolve the issues being faced.

Mayor Gordon questioned if staff were comfortable with the Board's recommendation and if other strategies that could be implemented were being considered like talking with the group home. S Binder noted there were two main risks associated with the Golding Avenue site. Parking did aid as a traffic calming measure as it forced vehicles to slow down however the placement of cars on the two corners pushed vehicles into the centre of the road without good visibility. He did feel the risk was higher with traffic being pushed to centre line however he was not uncomfortable with the recommendation. Staff had not actively communicated with the group home regarding staff parking.

Moved: Mayor Gordon

Seconded: Councillor Redmond

THAT the Utilities and Roothing Committee:

(a) **Approves** installation of the following no-stopping restrictions:

- 24m east of Earlys Road, Cust on the north side of Cust Road.
- 5m north of the access to Koura Reserve on Papawai Drive, Rangiora.

CARRIED

Mayor Gordon noted that departing from the Community Board's recommendation required careful consideration and was not a decision to be made lightly. He knew how congested Golding Avenue was and concerns had been expressed to him however he felt there could be other strategies to investigate in the first instance. An active discussion with the owners of the group home could be an avenue to take. The timing overlays and the process of reports coming from a Board to Committee or Council was unfortunate however a memo update could overcome issues occurring.

Councillor Redmond had no concern with the process, as it was timing issue. The Committee was informed of the Community Board's decision and were therefore made an informed decision. He was not aware of any compelling reason to overturn the Community Board's recommendation and on that basis would support the motion.

Councillor Williams would be supporting the recommendation. He noted the Community Board also asked if any other options could be investigated on Golding Avenue as parked vehicles naturally slowed the traffic and removal of cars may increase the operating speed.

9 REPORT FOR INFORMATION FROM THE OXFORD-OHOKA COMMUNITY BOARD

9.1 Request for Approval to Install a Stop Control at High Street / Church Street / Weld Street Intersection – S Binder (Senior Transportation Engineer) and N Puthupparambil (Transportation Engineer)

Moved: Councillor Mealings

Seconded: Councillor Redmond

THAT the Utilities and Roothing Committee:

(a) **Receives** Item 8.1 for information.

CARRIED

Councillor Mealings stated that the Community Board had discussed the report at length and had approved it.

10 QUESTIONS UNDER STANDING ORDERS

Nil.

11 URGENT GENERAL BUSINESS

Nil.

NEXT MEETING

The next meeting of the Utilities and Roothing Committee will be held on Tuesday, 19 August 2025 at 9am.

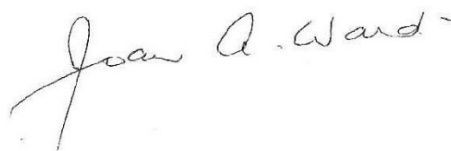
Workshop (10.40am to 11.19am)

Trim Ref (250721132598)

- Highfield Lane (Rangiora) Options Discussion – Joanne McBride (Roothing and Transport Manager), Shane Binder (Senior Transportation Manager) and Tim Johnston (Senior Resource Management Planner)

THERE BEING NO FURTHER BUSINESS, THE MEETING CONCLUDED AT 10.31AM.

CONFIRMED



Chairperson

19 August 2025

Date